Washington, Toesday, March 15, 1853.
William M. Gouge, a writer on Banking and Finance has been appointed to a \$1 400 Clerkship in the Treasury Department.

U. S. SENATE-EXTRA SESSION.

Washington, Tuesday, March 15, 1853. The Senate, on meeting, went immediately

After two hours thus spent, the doors were

Mr. CLAYTON concluded his remarks on the Mr. CLAYTON concluded his remarks on the modulos calling on the President for certain documents connected with the Clayton and Bulwer Treaty. Je said the British Government is willing to maintain it realy to its full extent, and adverted to several facilities upport of the assertion. If he understood the source from Illinois, he (Douglas) considered that senter will not fetter or confine the limits of this great repres. He did not know precisely the extent the space meant to be understood, but the language sented by treatics, and that we are to disregard treaties, risk the Yeung Giant of America is to rise superior to all their breather, and that we are to disregard treaties, the treaty with Maxis the Benator said the day was coming when we shall to the Benator said the day was coming when we shall to be believed. He (Clayton) regretted to hear such a statement from any Benator, because the Senate are the constitutional advicers of the President and a branch of the may making power.

Mr. Douglas explained, that you may make

Mr. Douglas explained, that you may make we may treates as you please, and yet you cannot check our steady, regular growth and expansion; therefore was useless to make treaties with the clew to fix

Mr. CLAYTON resumed: The idea is, we ecapable of regarding treaty stipulations; we must

Mr. Douglas, interrupting, said: The idea is me men are incapable of comprehending the growth as maton. A few years ago it was an opinion that so call not extend beyond the Alleghanies, and then a mississippi; but the growth had reached the Pacific, at most still go on. It was unwise to pledge ourselves what our interest does not require.

If, CLAYTON resumed—With the Senator's institute he estending the called the little of the litt

Air. CLAYTON Tesumed—With the Senator's epination he asked whether the case was made any cart! He says some men cannot comprehend the regrowth of this country. He did not know whether a Senator meant that kind of growth which has given but sometimes country greater than Rome in its paimiest days, noter perhaps than is enjoyed by any civilized nation it is globe; and yet we are told we are not o obey or own solemn pledges of honor. It is nothing but the editation of the Senator. Let him explain, as he can all we are incapable of controlling our impulses and its existing the solemn pledge of honor binds a man at a fines, and the solemn pledge of a nation binds it; we to sit here as the constitutional advisers of the hesient, and as honorable men maintain that treaties and trestrain us, after we bind ourselves to remain what certain limits? If such a principle should be espitated, what nation would consider itself under obligin to maintain treaties with us? If any nation, above others, owes anything to the faith of treaties, it is

pulshed, what nation would consider itself under obnicion to maintain treatics with us? If any nation, above a shers, owes anything to the faith of treaties, it is at We owe our existence to the French treaty of \$78\$, which gave confidence and an earnest of success as Revolutionary sires. Our destiny from that monethecame fixed. And now when we have become stag, shall we disregard treaties? If trusted no idea of the growth of this country read ever induce any American statemen to abandon is graciple without which we would become a byent and a hissing ilroughout the globe. If we gain surface, let us do so honorably. As to the Treaty with kerico, the Senator says he opposed it for the reason he are determined to the country with the same of the convention was carried to nine-tenths of the American people that Mexico is forbidden fruit. When we amnex the eight or nine millions of Mexico this country, then the days of our Republic will be numbered. The people of that country are educated in the sless that the greatest curse that could befal man is invery, and when we give them the privilege of elections and Request and Request and Course, and trust savey, and when we give them the privilege of elect-ing sentures and Representatives in Congress, and trust den to make peace and war for us, we have to gua-nty that this privilege will not be abused, for history dows us that they are incapable of self-government. He was for this and other reasons opposed to annex-

Bis idea was to build them up as a Republic, and give ten all the aid and encouragement we can, to follow arexample in the cultivation of the arts of peace, that he may attain to that degree of progress which we tip in the actience of self-government. He would not serum and overshrow them. Are we erowded! Have we got more population than can till the earth? We have a hundred millions of acres of land on which the wife man has never trod. If, in the lapse of time, our present area shall be covered, and men shall desire to attait the area of liberty, then he should not stay the drance of progress, but he thought the day should seer come when the American statesman could make the declaration that we intend to disregard treatics. We have always regarded treatics faithfully. The honor of the country is yet dear to us, and is more valuable to the two American than all the land which Mexico contains. There was a sentence in the Inaugural of the freident which met his unqualified approbation. The language was that his administration should leave no list on the country is record, and that there should be used to his which could not challenge investigation before the civilized world. Let the President stand by that glorious expression which he (Clayton) heard on the 4th of March with so much gratification, and incet every where with warm friends.

Mr. Mason wished an explanation from the Sandor who had charged him with committing a mistake in showing by the map of Guatemala that the His idea was to build them up as a Republic, and give

Stator who had charged him with committing a mis-take in showing by the map of Gustemala that the Brink Settlement at the Balize are within the Finits of Gustemala. He understood the Senator as making the asertion in language for from being acceptable.

Mr. CLAYTON replied, saying he thought the

mals. If the Senstor understood the map to include the Balize then he committed a mistake.

Mr. Mason remarked, it was no slight mat-let to say a Sensor had.

Mr. Mason remarked, it was no slight matler to say a Senator had committed a mistake, and
should not be lightly charged. He could inform the
Senator that the dotted lines did not escape his attention. The map shows that the British Possessions are
within the territory of Guatemala.

Mr. Claytos adhered to his former express
ed opinion that the dotted lines show the Balize is separate from Guatemala.

Mr. Douglas obtained the floor, when the

Extraordinary Proceedings at San Juan, Nicaragua. NEW-ORLEANS, Tuesday, March 15, 1853.

Private letters from San Juan, Nicaragua, dated 6th inst., received here by the steamer Daniel Webster, say that the people of Greytown sent 30 armed men and a number of carpenters, who removed a perion of the building of Vanderbilt's Nicaragua Transit Co., after taking down the American flag and saluting it with military honors. They intended to remove the rest of the building on the 10th. The grestest excitement prevailed, and the Transit Co. had refused all intercourse with the town. They also re-fused Mr. Squier a passage up the River, and declined

taking any of the citizens as passengers to New-York. Rhode Island State Temperance Convention

PROVIDENCE, Tuesday, March 15, 1853. The State Temperance Convention met at 10 o'clock this morning, Mayor Bristow presiding. The attendance is very large, and the proceedings

spirited and interesting. The Convention holds sessions this afternoon and

SECOND DISHATCH.

The Temperance Convention was the largest that ever assembled in this State, the hall being crowded to its utmost capacity.

The afternoon was consumed in discussing the resolution effered by the Committee, expressing confidence

that individual action will remove the evils of intemperance; recommending Clergymen to preach upon the subject before election; that it is the law that will close tippling shops; that the suppression of liquor traffic will diminish poverty and crime; that the in-crease of drunkenness since the repeal of the old law is convincing of the necessity of a law classing rumselling with other crimes; that the present aspect of the tem perance cause calls for the greatest activity; that tem-Perace tracts be published; that the friends of tempersace know no party or sect; that it is the duty of all friends of temperance to use their indusance for the exe-friends of temperance to use their indusance for the exe-scution of a prohibitory law, and that the friends of imperance diligently circulate temperance tracts. Large numbers of Clergymen, representing all de-nominations were present and took part in the debate. Every part of the State was represented, and the utmost enthusiasm prevailed.

ethusiasm provailed.

No particular political action was recommended, other than to secure prohibitory law men as representatives, without regard to party. There is no mistaking the fact that the friends of the Maine Law are determined to tarty their points.

EVENING SESSION.

Howard Hall, accommodating some 2,000 persons, was occupied by the Convention, and was filled to overflowing.

The resolutions discussed this afternoon were adopted.
The Convention was addressed by Mayor Barstow,
lears, Woolcott and Thompson, of Mass., and Rev. Dr.
lears, dr. tris.

and, of this city.

speakers were received with enthusiasm, and the
speakers were received with enthusiasm, and the
mation concluded its proceedings in a manner
gratifying to the numerous friends of Temper-The speakers were received win expensions in a manner bighly gratifying to the numerous friends of Temperance present.

The influence of the Convention will be signally felt at the polls.

The Philadelphia Murders-Desiructive Fire at Wyoming Seminary.

PHILADELPHIA, Tuesday, March 15, 1853.

A hearing in the murder case took place this A hearing in the murder case took place this site noon at the County Prison, before Adergaan Izard, Joseph Doran appearing as counsel for the prisoner, Arthur Spring, and Aaron Thompson for young Spring. The most important evidence was that submitted by young Spring, a lad of 17. The sheath of a dirk found under the body of Mrs. Lynch was identified by the bor. The dirk formerly belonged to him and was taken from him by his father. The lead pipe was also identified as having been taken from the tavern where they boarded. On the night of the murder, Spring came home about 11 o'clock, being let in at the back door by his son. The father gave the boy several gold pieces to hide, but he returned them. Spring told his son that be had murdered two bitches, and set fire to the house, burning the ends of his fingers in doing so. The father then washed some blood from his shirt. Next morning gave his son a \$10 gold piece, with which the boy bought three shirts for his father and himself, and with \$5 of change paid for their board at the tavern.

In cross examination, the prisoner's counsel put questions suggested by his client, which showed that the father was endeavoring to acreen himself, but Arriver.

In cross examination, the prisoner's counsel put questions suggested by his client, which showed that the father was endeavoring to screen himself, by charging his son, and a still younger boy—Finney by name—with the murders. Young Spring behaved with much feeling and propriety, but at one time was so much overcome, as to almost faint. He was affected to tears, by the questions put by his father's counsel.

The prisoner was fully committed for trial.
The case will go before the Grand Jury to-morrow. The son's evidence is confirmed by burns upon his father's fingers.

father's fingers.

The Wyoming Seminary, at Kingston, near The Wyoming Seminary, at Kingston, near Wikesbarre, Pennsylvania, took fire last night. The south end of the building was all destroyed with its contents, except a portion of the instruments. The valuable library was burned, and the 300 pupils were unable to save any of their books or clothing. The Institution was under the charge of Rev. R. Nelson, and the loss amounts to \$21,000—insured for \$7,500.

The Baltimore Strike. Baltimore, Tuesday, March 15, 1853. We have no mail South of Savannah to-night. New-Orleans papers of Monday, Tuesday and Wednes-day are now due.

Ross Winans has addressed a letter to Rev-

Ross Winnis has addressed a letter to Reverdy Juhnson, John Nelson, J. V. L. McMahon and J. H. B. Latrobe, inquiring their opinion as to the legality of the strike of the workmen, and the protection he is entitled to from the city. They give the opinion has combinations to raise prices are illegal and indictable as crimes, and that the city is bound to protect the workmen who go to work at the old prices, and that the Corporation are also responsible for all damages done by those who oppose the workmen. All the establishments except Ross Winans's and Adam Dommead's now give the prices demanded by the workmen.

Pennsylvania Railroad Guage Law.

HARRISBURG, Tuesday, March 15, 1853.
The bill to repeal the Railroad Guage Law
was defested in the Senate to-day, by a vote of 15 to 16.

Fire in Albany.

ALBANY, Tuesday, March 15, 1853. Last night the store in State-st. owned by the Last hight the store in State-8t, owned by the Misses Lewis and occupied by Joseph Davis & Son as a paint store, and others, was destroyed by fire. Davis's loss is covered by an insurance of \$4.000 in the Merchants' Insurance Co. of New York. The Albany Insurance Co have \$3,000 on the building, and the Mohawk Valley Co. \$1,000 on the stock of some tea dealers.—There are several small insurances of \$200, \$400 and \$600 on the libraries of lawyers occupying offices in the building.

No Mail has reached us from New-York to-

Marine Report.

THE HIGHLANDS, March 15—Sundown, Wind N. W. and moderating. Nothing in in sight but the ship Nestorian, which is in tow of the steam tag Hercules.

The Florida at Savannah.

SAVANNAH, Tuesday, March 15, 1853.

The steamship Fiorida, Capt. Woodhull, arrived here in 57 hours from New-York.

NEW-YORK LEGISLATURE.

Mr. BEEKMAN, of George Griswold and others in reference to the great abuses growing out of a pretended assessment in relation to the opening of Fourth-av. SENATE ... ALBANY, Tuesday, March 15, 1833.

Fourth av.

REPORT OF COMMITTRES.

Mr. WRIGHT gave notice of a bill providing for the incorporation of the Roman Catholic Bishops of the State of New York.

RILLS READ AND PASSED UNLESS OTHERWISE NOTED.

For the relief of the owners of real estate in

the City of New York.

Mr. Barcock called the attention of the Com-Mr. Barcock called the attention of the Committee to a singlar omission. This bill ought to be amended in respect to the time in which the suit can be commenced, for else the finances of the City may be thrown into irreparable confusion. A good assessment, called for by two-thirds of the owners of the real estate compromised, may have a trifling irregularity, and the City be sued, and the burden on the Cuty Treasury be in derable. If the City errs, the remedy should be impossed in the replied.

mediately applied.

Mr. Beekman was profoundly grateful for the advice of the Senstor from the 31st, which extends from Buffalo to Manhattan Island. The men who sweat and toil and pay these grievous burthens, and are the men to know most about it. The oppressor is let loose upon us. The sharks swim close to the ships, and the relief should be broad, thorough, and complete.

An amendment meeting Mr. Babcock's views

as adopted, and the bill passed.

Mr. Morgan reported complete, the act rela

tive to Common Schools in the City of New York.

The bill relating to the cemetery belonging to the Methodist churches of New York and William burgh, was passed.

AFTERNOON SESSION.

The canal proposition of Mr. VANDERBILT

was made the special order for Thursday, immediately after the presentation of reports.

The Act to incorporate the Widows and Orociate Reformed Presbyterian

phans' Fund of the Associate Reformed Presbyterian Church of North America, was passed. The Committee of the Whole, Mr. Morroz in the Chair, renewed the consideration of the bill in re-lation to the Emigrant Commissioners, which provides for the increase of the commutation tax, and the resto-ration of the office of Physician of the Marine Hospital.

Adjourned.

The SPEAKER presented a memorial from many inhabitants of the City of New-York for an amendment of the Charter of the City.

Mr. Galle moved its reference to the Delegation from the City of New York. tien from the City of New York. There was already a bill on the subject before them, and they all desired to participate in the work of reform.

Mr. Peters had confidence in the integrity

Mr. Peters and coundence in the integrity of the Representatives from New-York, but the Select Committee should be made up of Representatives at large. He said it would be chiefly constructed of members from the rural "district." The legislation of the City is so mixed up with that of the whole State, that a orm so momentous as that contemplated, ought not be solely in the hands of the City Delegation.

to be solely in the hands of the City Delegation.

Mr. Kennery thought the country members were not so well qualified to judge of the officers of the City as were the Delegation immediately interested.

Mr. Holley said it was understood the Delegation is the country and it was understood the Delegation is the country to the sub-

gatian from New York City were unfriendly to the sub-ject of City reform. Mr. Gale corrected him. The City Delega-

tion were not unfriendly to judicious referm, although they might not go for such sweeping measures as some that are recommended. One of their number had at ready introduced a bill amending the Charter of New York. Mr. W. Taylor opposed the reference pro-

posed by Mr. Gale. The Delegation was too large act effectually. There was a similar subject before t Committee, and sithough there had been weeks of fort to get them to act, it had been without success. ommittee of five is sufficiently large.

Mr. Clarr followed.

Mr. Non r and Mr. Noble said the New-York delogation had

Mr. Noble said the New-York delegation had the interest of that city deeply at heart. The first pertition on the subject of reform had been refer ed to them. It was not just to overlock them in the reference of the matter of reform. They have a deep interest in the affair, and as a matter both of courtesy and justice, those whose constituents are immediately interested, and who are most conversant with city affairs, should be consulted here, and have a part in shaping the measures which may be brought before the Legislature. Such a course must be most satisfactory to the City, and most cenducive to City interests.

Mr. J. Rose said New-York was represented by sixteen members here. The subject now under

Mr. J. Rose said New-York was represented by sixteen members here. The subject now under consideration is of purely a local nature, and it would be an insult to those representing that locality to deprive them of the right of shaping measures of a local nature. The charge that they are not friends to reform is unjust and untrue. A bill had been introduced, in good faith, to secure most of the reforms that are sought—a bill that would meet the needs of the city—as well as its ap-probation. Mr. Beman denied that the subject was a local

Mr. Beman denied that the subject was a loca one. The whole state is interested. There are charge of the grossest corruption in that city, corruption that reaches over the whole Stare in its influence. Some of these charges have already been proved. The matter is in such a shape that disinterested men—men free from suepicion of ulterior motives, are called upon to take the matter in hand. Why this anxiety to have this subject under the special control of the members from New-York? None of them could feel more interested than Mr. B. in the matter. If the district represented by the gentleman from New-York, (Mr. Noble) is free from all susplicion of corruption, as he says, it must be a mighty small district indeed.

Mr. Nonne-It is the largest in the State,

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Mr. Bemas-There must be an unusual number of churches there. Were the country of Washing-ton the source of such corruption Mr. B. would not dare come before this body and ask to have the matter re-ferred to him. He would wish it to go to those who could not be supposed to be interested. This investiga-tion should go before others than the Representatives of the City.

Mr. HENDEE thought otherwise. The delegation from the City of New-York are the only appro-priate persons to take up the consideration of this me-morisal coming from their own constituents. It properly belonged to them, and he wished to have the whole responsibility with those members and their constitu-ents. If the action of the members here is not satisfac-tory to their constituency, the same can be remedied at the next election. Members here not accommitted with the next election. Members here not acquainted with the affairs of New-York cannot judge wisely in regard to

Mr. Helley denied any intention to insult the New York delegation. When he attempts to do that his language will be unmistakable—it will be uttered in "no questionable shape." He was able to do that, and did not lack the disposition whenever he thought it

Mr. KENNEDY said if the people of New-York who now hang shout this Legislature had discharged their duty at home, there would be no need of their ap-plication, here. Let them go back, and through their elections, which are the propor tribunals for their ap-peal, correct the evils of which they complain.

Mr. Forsyth insisted that the Legislature

was the place to correct the municipal evils of New-York. It can be effectively done nowhere else. For one he was determined to discharge his whole duty in this attempt to purify the gross corruptions known to exist in New-York.

Mr. MILLER had no particular choice as to the Committee which the Monte should reliev. He had no doubt

mittee which the House should select. He had no doubt the matter would be properly considered should either Mr. Wood said a select committee of five, be

Mr. Woon said a select committee of five, before whom a similar proposal had been placed, was composed of three members from the city of New York, and only two others—one from Albany and one from Buffalo. These latter represent large cities, and may be supposed to understand city affairs.

Mr. Rose thought it apparent that this subject should be acted upon by those representing the people interested. The select committee alluded to had been appointed when most of the city delegation were absent, and without consultation with them. The thirteen other members, and their constituents, were equally interested in this matter, and it lought not to be settled without consultation with them. Mr. R. said the public Press had been suborned to abuse the Common Council and blacken their reputation. He did not charge those who had done this with intentional wrong but they were not practical men—they had no actual knowledge of what they were discussing. Mr. R. was in favor of therough, efficient, practical reform, and not that which is merely theoretical and useless.

Mr. Loomis regarded the subject which had been brought before the House as one of much moment.

here brought before the House as one of much moment. He was opposed to referring all subjects affecting New York to the delegation from that City. In cases where a locality is to be affected, and upon which the people concerned are all agreed, it is proper to let the local reconcerned are all agreed, it is proper to let no local re-presentative arrange the matter to meet their views.— But here is a question in dispute. The appeal is one de-serving our attention—it comes from the City of New York and is addressed to the entire Legislature, and is not merely an appeal to the City delegation. Therefore the whole House act upon it.

Mr. D. B. TAYLOR entirely concurred with the

Mr. Noble wished the House to remember that the first petition for city reform had been presented by him and was referred to the New York delegation, after mature reflection and much labor that Committee had perfected a bill incorporating the reform which are solicited, and now the House is asked to discharge this Committee and reject the bill which they have intro-duced. This was going backward and destroying all that has yet been done toward securing reform. Mr. Gale's resolution was then lost-47 to

Mr. Wood moved the reference to the select committee of five previously appointed, (Mesers, Russell Smith and W. Taylor, of New York, Fersyth, of

bany, and Clapp, of Erie.)

Mr. KENNEDY moved to amend by adding to
e committee ten of the New York delegation. Lost the committee ten of the New York delegation. Low 27 to 59. Mr. Woon's motion was carried-50 to 44.

Recess to 4 o'clock.

AFFRANCON SESSION.

Mr. Burnoughs moved a reconsideration of the vote rejecting the motion of Mr. Gale. Carried, 45 to 32.

Mr. B. said the people of New-York, in electing representatives here, had entrusted their interests to those representatives, and it is an ungracious thins take from them the consideration of this matter, affing their constituents, when they do not ask to be

wed of that responsibility.

Mr. Shaw had not entered into these discus Mr. Shaw had not entered into these discussions so far. A petition for an amendment of the Charter of New-York, had been given in charge of Mr. R. Smith, who, on presenting it, moved its reference to a Select Committee. Another petition on the same subject is presented by another member, on whose motion it is referred to the New-York delegation. Among the New-York members a controversy arrose, as to which Committee should properly continue in charge. Both Committees will go on with their inquiries. One of them the Select Committee) will instantly do so. He had proposed that this be done, and when the Select Committee should report, he would move the reference of that to the New-York delegation. The interests affected by an amendment of the Charter of New-York are of the uncert magnitude. It was not to be entered upon lightly. They were to legislate for half a million of people—for hundreds of millions of dollars. The subject must be one of mature and anxious consideration. The delegahundreds of millions of dollars. The subject must be one of mature and anxious consideration. The delegation bringing in the last memorial had declined to urge its recommendation to either of the conflicting committees, but left that matter entirely by the House. Let each of the committees act upon the subject before them. The bill brought forward he would reject wholly—it was not what was wanted. The better way for this House would be not to reconsider any vote, but to let both committees go on.

Mr. I Book saw good reasons why two Com-

Mr. J. Rose saw good reasons why two Committees should not act upon the same question. The plan of the Select Committee of five, in being reported to the House and then referred to the New-York Delega-tion, was taking a circuitous method of legislation. The New-York Delegation were prepared to recommend the strongest methods of preventing a misuse of the public funds.

Mr. Wood opposed the reference to the New-

Mr. Wood opposed the reference to the New-York Delegation. No question should be referred to the Delegation from any locality where the subject is one of controversy in the locality interested,

Mr. Galk said there was no mystery in the anxiety of the New-York delegation on this question. The gentleman last up, some days ago, had said he had been urged to oppose the reference to the New-York delegation on the ground that the majority were not to be trusted with the matter, they being under the influence of the Common Council. The New-York members are devirous of taking up this matter, and by reporting a bill to prove the falsity of such outrageous aspersions upon them.

Mr. Loomis was willing to go for reference to the delegation from New-York.

Mr. D. B. Taylor—There are already four

Is in the pockets of four different members to ame charter of New-York. Mr. Shaw-Then let us have four Commit-

Mr. Littlejohn moved to lay the whole subet on the table. Carried. Mr. Jackson, on leave, moved that the Sen-

e bill for the Consolidation of Railroads be made the sciel order for Friday. Carried. Mr. Loomis reported bills making the usual

ppropriations for the fscal year.

Mr. D. B. TAYLOR moved to take up his resotions respecting the Insugural Address. Carried. Mr. TAYLOR said, in consequence of the late

Mr. Taylor said, in consequence of the late triumph of the Democratic party, an important part being taken in the content by New York—it was proper that the Empire State should, through its legislature, make declaration of the principles to which the Democracy of that State stand committed. We have the policy of the President indisputably announced, and it is due to him and to us, how far he is to receive the support of the Democratic party of this great State. Do these resolutions involve any great questions not clearly understood in that address? There are some here who would prefer a general declaration of principles rather than justs any one specific point. Others desire an endorsement of the Cabinet, which he could not consent to, until he should see how far that body should sustain the principles of the inaugural.

He hoped there would be no course pursued by which gentlemen could hereafter maintain that they had never headed and it hereafter maintain that they had never headed and it hereafter maintain that they had never

He hoped there would be no course pursued by which gentlemen could hereafter maintain that they had never abandoned all the planks of the Buffslo platform. Gen. Pierce had been fairly elected to the Presidency, on the ground that he and the parry supporting him were completely in favor of the Compremise measures. Mr. T. hoped his resolutions would be adopted in the precise terms be had used in reporting them.

Mr. Gallk moved an amendment endorsing President Pierce and Cabinet.

Mr. Holley moved a further amendment en-

Arrival of the Premetheus.

No quorum present. Adjourned.

The Steamer Prometheus, Capt. Churchill, from San Juan del Norte, with 430 passengers to C.

anderbilt, arrived yesterday afternoon.

The Prometheus left San Juan on Sunday evening March 6, at 7 o'clock, and arrived at her dock on Tues day, 15th March, bringing the passengers per Brother Jonathan, from San Francisco, whence she left on the 1cth February, with 750 persons for New-Orleans and

New-York. Passengers in perfect health. The Prometheus brings the following distinguished individuals: Hon. Wm. Van Voorhees, Secretary of

State : J. C. Smith, Esq. Judge Supreme Court, San Francisco; S. S. Barr, Esq., member Sea Francisco Bar; Capt Thomas Wright, Secretary of the Central American Mail Steamship Company: H Lee Scranton

Capt. Fred. Griffing. On the 22d February, died at the City San Juan, of confluent small pox, Dr. Wes, Nice, Surgeon of the Star of the West. Philadelphia papers

The following persons came passengers the Prometheus:

The following persons caline passengers in the Prometheus:

H. Cacletea, Jr., J. Quimber, R. Jordan, W. Baker, Jr., C. Gullium, L. N. Tubba, H. Marlin, L. Soove, Cagt. J. L. Wise, N. Ruwson, L. J. Fish, J. E. Sweester and high, H. O. Cactea, A. Wise and high, B. H. Berney, Hrs. Granis, H. L. Scranton, Mos. R. McArthur and Servant, John Andrews, Mrs. E. Riven and child, Jodge F. C. Santh, Mrs. A. Walker and child, W. C. Preez, S. Maron, G. West, C. W. J. Kimbe, W. Yan Voorhee, Socretary of State Mrs. E. River, C. L. Karlon, S. S. Barr, M. Hook, E. Desola, T. J. Boows, Capt. H. Garter, Expp., S. S. Barr, M. Hook, E. Desola, T. J. Boows, Capt. H. M. Tarpon, George Talcott, C. L. Andrewson, J. C. Rosen, C. M. Tarpon, George Talcott, C. L. Andrewson, J. C. Wilson, K. M. Carle, A. Laranage and high, Mr. Henderson, J. Cowcow, W. C. Gibbert, Capt. Norris, T. Rowland, S. Bruges, G. Case, H. Anson, J. C. Wilson, E. M. Crembon, J. R. Merell, C. Gibbert, Capt. Norris, T. Rowland, S. Bruges, G. Case, H. Anson, J. L. Warres, A. Gardiner, M. Tuta, G. B. Galfagher, J. Warres, A. Gardiner, M. Tuta, G. B. Galfagher, L. Vrench, B. Haubsted, S. B. Sayver, C. Penn, Capt. Thomas. Winds, W. L. Olds, Dr. Honey, C. Cortagna, Jose D'Gamer, Mrs. Cablelley noo stud 3 children, and 314 streers presencepers.

## COL. BENTON AND THE PACIFIC RAIL-ROAD.

Col. Thomas H. Benton has addressed a long and able letter to the People of Missouri on the subject of the proposed Railroad from the Mississippi Valley to the Pacific Ocean. strongly advocating the Central route. In consequence of the absence of Col. Benton and his son-in-law, Col. Fremont, from Congress for a year or two past, and of the numerous surveys which have been made, public attention had been attracted to the Memphis or Southern route to such an extent that it had gained an immense advantage over the Central route; but the recent appropriation made by Congress for the examination and selection of a proper route will, in the opinion of Col. B., give the Central a fair chance. After some remarks in regard the explora-tions of Col. Fremont, Col. Benton introduces the following statement of Antoine Leroux, who has been fa miliar with the country of which he writes for the last thirty years, having carried on the business of a bea orade of the West, and has trapped the whole country every river, creek and branch from the Gila to the head of the Grand River fork of the Upper Colorado

during the late war with Mexico. He says:
At the head of the valley of the Del Norte there is a broad pass about eight miles wide, called by the Utah Indians Coe-cha-tops, and by the Mexican Spaniards, El Puerto, and which signifies in both languages the Gap, or the Gate; and has been known to the Spaniards erre since they settled in New Mexico, and by the Indians always. It is made by the Sierra Saa Juan, which comes up from the south on the west sale Juan, but comes in from the cest like it was going to join the San Juan, in from the cest like it was going to join the San Juan, but turns of north round the head of the Arkansas and twards the Three Parks, and is eight miles wide, Here between these two mountains is the pass which goes out during the late war with Mexico. He says:

on the waters of the Wah-Satch Mountain, the Virgin

River, &c. Mr. Leroux has been four times to Califor nis, and frequently acted as guide to American officers

towards the Three Parks, and is eight miles wide. Here between these two mountains is the pass which goes out level from the valley of the Del Norte, (and looking like a continuation of it.) which leads to the upper waters of the Great Colorado of the West. The Del Norte does not head in this pass, but in the San Juan mountain, a little south of the pass, where there is also a summir Pass, but none for the winter on secount of the snow in it. There is a sm ill creek in the pass called by the same name. Coo cha-tope, which comes out from the end of the San Juan, and goes about eight miles east towards the liel Norte, but stops in a small lake, out of which a little stream gets to the Del Norte—which shows how level the country is. The pass is heavily timbered with large pine trees, and with pinon, and there may be some small oaks, but I sam not certain. There is not much snow in this pass, and people go through all the winter; and when there is much snow in the mountains on the Abiquis route, (which is the old Spanish trail to California, the people of Taos go round this way, and get into that trail in the forks of the Grand and Green rivers. There are trails through it, but after you get through there are many trails, some going to the Abiquis road, and some up or down the country. This pass is laid down on a map I saw in the War Office, made by Lleut. Parke and Mr. R. H. Kern, and is there named after toe, because I gave Lieut. Parke information about it. It is the only map I have seen that shows that pass, and the best one I have seen in that part of the country, and with a little correction would be perfect.

As for the country on each adde of the pass, I will describe it, and on the east side first.

There is a largevalley to the cast, about 50 to 60 miles wide, and mear 100 miles long, reaching from the Cocchatope to the Taos settlements, at the Little Colorado. The Del Norte rous through this valley, which is the widest and best valley in all New Mexico, and can hold more people than all New Mexico beside

tered from the north and open to the sun to the south. The United States have established a military post in this valley, not for from the pass of El Sangre de Coristo, and about two hundred families have gone there to live, which near the fort, and raised crops there last year and now that they have protection, the valley will some be all settled, and will be the biggest and best part of New Mexico. About three families more were preparing to move there. The post is called Fort Massachusetts. tis. This valley has several passes through the Siarra

This valley has several passes through the Starra Blaccainto the prairie country on the Upper Arksniss, and Kanes, the best of which is called El Sangre do Christo, at the head of the little streams called Cuchades, which foll into the Hueriano, a small river falling into the Arksnissa, not far from Bent's Fort. It is a good pass, and Hent and St. Vrain's wagons have passed through it, and it is passable the worst of winters: for Col. Beale's dragoons passed through it the same winter, and nearly the same time, that Col. Fremout went through mother passes further west. The distance through these passes is not more than five niles. This is the description of the country on the east side of Coo-cha-tope Pass.

seription of the country on the east side of Coo-cha-tope Pars.

On the west side of the pass the country opens out broad and good for settlement, and for roads, and is the best watered country! over saw out to the Wah-atch Mountains and to Las Fagas de Senta Clara. After that the water and grass becomes scarce, and the land poor it is called a desert, though travelers find camping grounds every night; and the great cavalcades of many thousand head of horses from California to New-Mexico annually pass along it. After you go through the pass at the head of Bel Norte, there are many trails bearing southwest toward the great Spanish trail by Abiquiu, which they join in the forks of the Grand River and Green River, (forks of the Great Colorado of the West,) where it is a great beatern road, easy to follow day or night. The country is wooded on the streams with prairies between, and streams every three or five miles, as the Great Colorado here gathers its head-waters from the Wah eatch and Rocky Mountain ranges, which are covered all over with snow in the winter, and have snow upon their tops in the summer, which sends down so much water, and cool, clear and good. And this is the case generally out to the Wah eatch Mountains and Las Vegas de Santa Clara—a distance of near five hundred miles from the head of Del Norte. Warons can now travel this route to California, and have done it. In the year 1807, two families, named Sicorer and Pope, with their warons and two Mexicans, went from Taos that ar 1807, two families, named Sloover and Pope, with ir wagons and two Mexicans, went from Taos that

Col. Freemont was looking for Coo-cha-tope Pass in the winter of 1848-9, and was near enough to have seen it, if it had not been hid by the lapping of the mountains, when his guide led him off into the mountains, instead the winter of 1848-8, and was near enough to have seen it, if it had not been hid by the lapping of the mountains, when his guide led him off into the mountains, instead of keeping up the dry valley, which he wished to do, and which would have taken him through easy. It was the worst winter for enow, but he could travel all the time in the valleys and passes. I was below him on the waters of the Arkaneas at the same time, acting as guide to Col. Beale, who was out after the Apache Indians with a detachment of dragooms, and we heard of him at the Pueblos. He went as high as Hard Scrabble and got corn before he crossed into the valley of San Luis, and we get corn at the Greenhorn Pueblo on the San Carlos Creek, about 50 or 60 miles below him; and heard that he had passed along, and supposed that he had gone safe through and knew no better till he got back to Taos, when I told him how near he had been to the place he was looking for. We passed with the dragoons through the Pass El Sangre de Christo, (Blood of Christ,) and got through easy; and that was the dead of winter, and the greatest snow we ever had.

There is a way also up the Arkaneas to get to the waters of the Great Colorado. It is by Bent's Fort, by the Pueble's and Hard Scrabble, (at all which places corn and vegetables are raised.) and by Witham's fishery, and st the head of the river, leaving the Three Parks to the north. Horsemen and stock can go that way. Maxwell, of Taos, drove out between four and five thousand head of sheep and cattle last summer, intending o take them to Californis, but went to the Great Salt Lake, and sold them there.

A wagon can now go from Missouri to California.

sold them there.

'A wagon can now go from Missouri to California through the Coe-cha-tope Pass, without crossing any mountain but the Sierra-Blanca, (and there have the choice of three good passes,) and without crossing any swamp or large river, and nearly on a straight line all swamp or large river, and nearly on a straight line all swamp or large river, and nearly on a straight line all the way, only bearing a little south. And supplies of grain and cattle can be had from the Pueblo's on the Up-per Arkanses, and also from the Mexicans in the valley of the St. Louis, and also from the Mormons at Oo San

Jose, and at their settlement on "the Nicollet river, and at Las Vegus de Santa Clara.

I have been from New Mexico to Ca. Torniafizar times, namely, the way I guided Col. Cook, the way I guided Capt. Singrouves, and the Salinas route, and the Abiquita route; and of those four the one I guided Capt. Singrouves is, as I informed Mr. Seward, the best and shortest from Santa Fe or Albuquaerque; but from place for their north, and especially from Missouri, the Coo. Natope Pase is best and shortest, and has most water, grass, wood, and good land on it; and has most water, grass, wood, and good land on it; and has most swarer, grass, wood, and good land on it; and has most swarer, but not enough to prevent whater traveling; so that when there is much snow in the trail by Abiquis, neople from Taos go that way, as I have already said. The snow in that country is dry, and the moccasins that we wear do not get damp or wet.

get damp or wet.

And being asked by Col. Benton to state the best way And being asked by Col. Benton to state the best way from Missouri to California, I answer: Start as the people now do, going to Now Mexico, from the frontier of the State at Kanzas or Independence, and for sussestraveling go through the prairies uproward Bent's York, and up to the Huerfano to the Pass El Sangre de Christo; then out by the Coo-chatope Pass, following attrail to the great Spatish trail. The sinter, travel would be to start from the same point, but follow the Kanzas River valley for the sake of the wood, and when that gives out, cross to the Arkansas, which is not far off, and level between, and follow that up for wood. The prairie is the way in the susmer, but wester traveling must have between, and fother that up for wood. In a praise is the way in the summer, but weater traveling must have the protection of woods and timber against snow storms. And everything that I tell I can show, and would under-take to guide a party safe through with wagons now. Washington City, March 1, 1833. ANTOINE LESOUX.

Following the above statement is a letter from Col. Fremont, addressed to the Pacific Railroad Convention, held at Philadelphia in April 1850, giving a description of the proposed Central route, and arging its peculiar advantages. This letter having been extensively pub lished in the newspapers of the day will be ren bered by those readers who take an interest in this

great national enterprise.

Col. Benton continues: These two documents—the letter of Col. Fremont and the Settlement of Mr. Leroux-establish the facts which are necessary to give the Central route a place in the public mind, and to entitle it to an examination under the act of Congress; and in the meantime to satisfy all inquirers that this great work is not only praticable but easy, and on the exact line which every national consideration would require it to be upon, and with every advantage of facile construction and universal use. Central to the Union and embracing the business centers of the Atlantic and Pacific, and the Mississippi valley States on a straight line with San Francisco and St. Louis. and connecting at this latter point with the con trated steamboat navigation of the great west, and with the entire Railroad system from the Mississippi to the Atlantic-straight and smooth-not a mountain to be

Atlantic—straight and smooth—not a mountain to be climbed, a river or swamp to be crossed, a hill to be tunnelled—wood, water, and self for continuous sectlements—coal known to be on many points of the line—the whole traversable in winter, and all south of 89, 88, and 87 degrees: such is the character of the Central route, which now claims a share of public attention and of the Congress appropriation. I shall ask for it that justice, and that it may be examined by some practical man whom I can commend, and who will have a stomach to the work, and do it without talk or delay.

Regarding it as certain that the road is to be made, I now add some observations upon its character and construction believing that erroneous ideas prevail upon these points, which the public good requires to be corrected. I am opposed to all schemes of making a job of the work—against mixing public and private interests—sgainst furnishing the means of making the road to jobbers, and then letting them own it, and charge the people double upon condition of carrying for the Federal Government free. I hold that it should be made by the United States, so far as their territory extends, (which would be almost the whole distance on the Central route,) leaving the two ends, where it would go through these points of the overstal or state of the safe authority. Government free. I hold that it should be made by the United States, so far as their territory extends, (which would be almost the whole distance on the Central rouse,) leaving the two ends, where it would go through States, to the operation of State laws and State authority. This would be from the Missouri State line at the mouth of the Kanzas, to a point on the California State line, opposite the end of the Sterra Nevada at Walker's Pass—a distance of 21½ degrees of longitude, equal to about 1.300 miles, (3d miles to a degree in that latitude,) with a scuttern deflection, as it went west, of 3½ degrees. This would be the main body of the work, leaving the two ends to roads to be made under State authority, and which are already projected, and in some degree cummenced both in California and Missouri. In the meantime, and as a permanent help and resource at each end of the road, there is now steamboat transportation of several bundred miles at each end—from San Francisco half way up the San Joaquin, or more; from St. Louis to the mouth of the Kanzas, and up it (as soon as the new territory is established) several hundred miles further. Stages also, and all the usual land conveyances would be at each end of the national territorial road.

My idea is, that the road should be built by the United States by the creation of a stock, hypothecated upon the Public Lands, and payable at a fixed period at the Federal Treasury; and that an adequate force should be put upon it to do the work at once. We think nothing of levying an army of fifty or a hundred thousand then for a war; here is an object of more moment to the United States, and to the work to once. We think nothing of levying an army of fifty or a hundred thousand then for a war; here is an object of more moment to the United States, and to the work done in seven years, instead of piddling at it for a lifetime. And why not? We can have the money and the work done in seven years, instead of piddling at it for a lifetime. And why not? We can have the money and the

the Mamchkes, "forty centuries look down upon us." The time will come when forty centuries may look back upon this road; and they should not be left to regime at the improvidence which would dwindle it to the petry calculations of jobbers, corporators, and speculators. I repeat: I deem all schemes of making this road by a mixture of public and private means; giving lands or money to companies to make it and then let them own it; conveying for the United States gratis, and doubling upon the people to make it up; getting in addition to their other profits, interest upon the cost of construction, and which cost was defrayed by the United States; and all this crowned with a menopoly of the road; I deem all such achemies to be fundamentally unwise, unjust to the community, impolitic, and vicious. I hold that the United States should build the road and the fixtures, and let out the use of it for periods of seven or ton. just to the community, impolitic, and vicious. I hold that the United States should build the road and the fixtures, and let out the use of it for periods of seven or ten years to contractors, who will carry all freight, public and private, and all passengers, individual and governmental, at the same rate—the lowest responsible bidder to take the contract and fornish his own cars and ran them; and if under bid, at the end of this time, or suppressed, the successor to take all his stock at a valuation. It is an illusion and a cheat, to suppose that contractors will carry for the United States graits. They will get their pay somewhere, and ought; and the fair way, and the only intelligible way, and the only way for each party to know what they are about, is for the United States to pay like an individual for all that is done for it. It is the only way to save the people! Why rob one pocket to put in the other? Why rob individuals in detail, to give to the community as a Government—but the people! Why rob one pocket to put in the other? Why rob individuals in detail, to give to the community as a Government, especially when it is very certain that the individuals double charged will never get back any pert of their money? The United States pay their coem steamers for all they carry, and that enormously, and to the establishment of oppressive monopolies; why not pay their land steamers fairly and courtably, instead of throwing the burden upon the traveling and the business community? This road is to be a long one, and intended for universal use, and travel and freight upon it should be made as cheap as possible. Beades our own traite, and our travel, the trade and travel of Europe with Asia should go upon it. A free road—that is to say, a road which, like the ocean or a river, charges nothing for its use—is the first great step toward cheap transportation; and for the Government to pay like individuals is the second and completing step to that cheapness.

I now sidd some notices on the line of country over

I now add some notices on the line of country over

which this route would pass, with the view of showing the facility of making the road, and the capabilities of the country for continuous, poyalous and powerful set-tlements all along it.

the country for continuous, poyalous and powerful setthe country for continuous, poyalous and powerful setthements all along it.

1. The Kanzis Rivez.—Its mouth is in lat. 39, lon. 949,
elevation of the country 700 feet above the level of the Guilt
of Mexico; its head is in lat. 39, lon. 163, elevation about
4,600 feet, and its course (the Smoky Hill fork) nearly
straight, and skriting the latitude of 39 all the way. It has
four forks, all close together, and parallel to each other. Is
is without fails, and its vailey, if that can be called vailey
which is nearly in a level with the prairies on each side, is
fertile, grassy and wooded. The two main forks, the Smoky
firtile, grassy and wooded. The two main forks, the Smoky
firtile grassy and wooded. The two main forks, the Smoky
firtile date of June) as too deep to be forded, and the country as beautifully watered with numerous streams, and
handsomely timbered, some of the oaks five or six foot in
chancies, the soil a rich, black, vegetable mould. Higher
there is a uniform breadth of 30 to 169 yards, with many small
streams falling in, wooded with oak, large elims and the susal
varieties of timber common to the lower part of the river.
The meeth of the river is in communication with the rich
and populous country of Missouri, with supplies of every
lind at hand, and transportation say up the Kanzas River
by wate, and over the clean level prairies now traversed by
smusl thousends of wagota.

annual thousends of wagons.

2. The Uryer Arkansas and its Valley.—Taking Bent's Fort, near the mountain of Hueriano, as a point in the line, and its latitude is about 30, longitude 105, and elevation above 5,050 feet. Its head is about latitude 30, and there are several Pueblo's above, where Is diancora, and other grain and ventables are grown, and cattle, sheep and horses are raised, which shelter and feed themselves all the winter. There is wood upon the river, both above

and below the Fort and it is fordable seywhore for some hundreds of miles. It has the aspect of a settled country and Ference speaks of traveling both above and below the Fort, "along a broad suggen-mod," Soil good for cultivation. 3. Hussyano, on Oxygens NEWS.—The mouth is just above Bearts Fort, and therefore it has about the same prographical position. It comes in from the south-word, and its bend is in about lattitude 5%, and longstrake 10%, elevation not known, but mot considerable, as if has no fulls. It flows through an open country, craverable on a broad space, having the Survey Medada, or West Mountains, on the west, and is the line of approach to the Pan El Sagre de Chrisco, and others which lead through the Survey Stangin which it beads, into the head valley of the Del Norte. Formant found no snow in this pass.

4. Thus Vallery or St. Louiz.—This is the head valley of the Del Norte. So the St. Louiz.—This is the head valley of the Del Norte. about between hit. 3% and 3%, and between len. 10% and 10%—elevation not known. Promont and Loroux both describe it as rich and beautiful, valuable in itself, and the source so as being about helf way between \$1. Louis and \$300 Per Alexander of the United Stanes have the Part (Missanchusette) in it, and it is filling up with sociors. It must have an area of 3,000 or 8,000 space miles, is meaty surrounced by grand mountains, and must be one of the finest and most pictarespine mountain valleys in the world. Fromout found but little snow in it.

5. The Pass Coo-cast vors, or EL PUENTO—Its hittake its believed to be near \$3, lon about 10%, elevation hardless the out of the first western water is the Rb Choppedra a branch of the first western water is the Rb Choppedra a branch of the first western water is the Rb Choppedra a branch of the first western water is the Rb Choppedra a branch of the first western water is the Rb Choppedra a branch of the first western water is the Rb Choppedra a branch of the first western water is the Rb Choppedra a branch of the first wes

to a read. The two principal stream (this probable has former usually ferried.

7. Las Vegas or Santa Clara.—This will be an impertant stage in the Route, being the terminating point of a cool country, and the commencement of what is called the Desert—and as such is already settled by the Moroson, as are two other places before you got to it—one, Nicosae's River, the other the Cos San Jose, spring of St. Jesaph. Its latitude, seconding to Fremont, 371 dog, its localized 21b), elevation above the sea 5,200 feet. It is described by Fremont as a mountain meadow, rich in bunch grass, and fresh with numer or a springs of clear water, all refreshing and delightful to look upon; the meadow, about a mile wide and ten miles long, hordered by grassy hills and mountains, some of them rating two thousand freet, and still white with snow down to the lovel of the Fepas (May 11b), while the weather was but in the Besort from which he had issued. From this point a pretty stream called the Santa Clara, fork of the Rb. Firgen (River of the Virgin,) issues to the South, and reaches the Great Colorado of the West, and has a rood enlivation on the lower part of it. From Las Vegas the trail hears southwest to reach Los Angolo, and makes an elbow which it will be necessory to our of to go nearly due west to Walker's Pass. This Desert is above three degrees of longitude in breadth—from 116) to 118—and is generally sterile, and desiciont in grass and water, though daily camping grounds are found, and the great animal curavans of many thousands of horses from California to Now-Mexico, were accustomed to travel it. Col. Fremout was sure of finding a direct way across it, and saw at a distance a range of mountains lying Ess and West. along the Southern base of which he expected to find wited, water and soil.

8. WALKEE'S Pass.—This is the south end of the Sorre. Neveds, in lat 35), and lon 119, and open a into the best

West, along the Sesultern base of which he expected to find wood, water and exit.

8. Watker's Pass.—This is the south end of the Sierre Neveds, in lat 35t, and ion, 118t, and opens into the bead of the bountful valley of San Joaquin; and certainly, short of Paradiae, there is nothing more sweet and beautiful than the citry into that valley at this pass. Freemant thus discribes it as first seen by him the 14th of April, 1815. "One might travel the world over without finding a valley more fresh and verlant-more bountsonsly watered, than whall let in the San Joaquin. The air was filled with porfune as if we were entering a highly cultivated country, and instead of green, our pathway and the mountain sides were covered with fields of yellow flowers, which here was the prevailing color. Gooseberries were nearly ripe. We were in the misst of of an advanced spring. Show was it sight on the botte of the mountain which frowined dwarupon is out the right; but we beheld it now with feelings of pleasant security, as we rode along between green trees and on flowers, with humming birds and other feathered triends of the traveler entirening the screene spring sir. Taking into consideration the nature of the Sierra Navale, we found this Pass an excellent one for honest, and without the foundation. It is elevation was not taken, our half wild cavalcade making it troublescene to halt before night when one started. With this pass, the last obstacle is cleared on this route to San Francisco. The Sierra Navada is passed; the beautiful valley of San Joaquin is entered; the gold region is already projected; you are in Thisre Convil, in the misst of settlements, and can say, "I am in California."

Thus, not only the practicability, but the absolute case of building the Railroad to California is demonstrably shown.

of settlements, and can say, "I am in California "
Thus, not only the practicability, but the absolute case of building the Railroad to California is demonstrably shown, and through a country all the way good for continuous and populous settlements, and on the very line where every national sed commercial consideration would require it to be, and where there is not more snow than in the Railroad tracks of New-England and New-York, and western Founsylvania; and that dry and light, and readily yielding to the care then a thin wet one.

Thave mentioned one step taken by Congress at its late.

care then a thin wet one.

I have mentioned one step taken by Congress at its late
a solo toward the accomp ishment of this great objectthe appropriation for surveys. I have to mention another
which will operate in favor of the central route—the appropriation for extragurating Indian titles west of Missouri,
and which will free the way from the incumbrances of Indians, and open the land to predemption settlers. I was in
hopes to have been able to have added a third step in its favor,
and the mean innocrant of all—this of extending the protoc-

which is then always fatal—that of a intestenced debate. It will pass at the next session.

I have to regret that there was no appropriation for the construction of a common road from Missouri to California at this session. I do not mean to regret the loss of a proposition to rive land to a company to make and protect such a road; on the contravy I registes at the loss of that proposition. If it had passed it would have become the proyof jobbers, and would have ended in cheating, oppression, frand and micropoly. The way to make the common road is for the Government to do it by an appropriation of money, and leave its support and protection to the working people who would settle upon it under the procumption existen. This common road is now a want and a necessity for our California and Oregon emigration. Forty or fifty thousand go annually from the frontiers of Missouri to these territories, traveling without a tree blazed, or a sign-post put up to the Jedered Government—exposed to every species of suffering and datager, and now actually marking out the whole way by the graves of the dead. The Pederal Government—sposed to every species of forcigin commerce upon ever year—keeps a spud-fron type in the factor of the manner of the midding the own territory, from the Mississippi to the Peacific—leaves its citizens to grape their way through the widdeness, saided by the graves of their prodecessors, and adding to the number by their own. I will try and do something for their comment road next year, and have stages, and horemaths, and telegraph-lines out upon it for use at once, while building the realized, to which it would be a great help, for they would run together.

In view of the magnified of this work—in view of our

mile, and be learnsh-lines put upon it for use at once, while building the railroad, to which it would be a great help, for they would run togather.

In view of the megnitude of this work—in view of our dominion over the public land from Missouri to California.—in view of the immensity of travel and business upon it, great at the start, and to increase for a longer time than the pyramida have stood—I propose to have the plan of this road, or raiher systems of roads, on a scale commensurate to lis future destiny, be that as greatas it trany. I propose to reserve a tract of a mile wide for all sorts of roads, raih and Macadamized, and a plain oud English road, rach as we have been acustomed to all our lives, on which the farmer in his wagen, or on his horse, and driving his cattle, may go without tax or fear, with none to run over him, or make him jump out of the way moder the penalty of being crushed. We shall want tracks for many railways, necessary in future time, and all unconnected and independent of each other. No monopolies on such a mighty line of travel and transportation. Two margins of an hundred feet each should be reserved for independent and rived talegraphic lines.

each abouid he reserved for independent and rival telegraphic lines.

I have said the public lands on the line of the road will build it. Ten or twelve miles on each side will build it, on the pre-brighten principle, \$1.25 an acre; and the meritorious settlers upon that principle will be the guard to protect it, the hands to help to make it, and the cultivators to help furnish supplies to the Isborers. When done it should be firse, that is no tolls upon it—a road of that length will not hear tolls, except slight, to keep it in repair—a transit duty on foreign commerce—a slight charge, such as all nations exact from foreign commerce traversing its territory—would be the proper source for the repairs which would become necessary; and thus Europe would indemnify as for the use of the road.

Citizens—It is thirty years since I first began to write

come necessary; and thus Europe would indemnify as for the use of the road.

Citizens—It is thirty years since I first began to write and to speak on this subject of American and Asiatic communications, and in favor of a "North American Bond to India" and then declared, with the confidence which belongs to conviction founded on evidence, that the road would be made "immediately if aided by the Federal General Reministry of the india and the force of public opinion even without that aid." The time has come for the fulfilment of that confident prediction. Events have advanced beyond my foresight. Not only Oreson, but all California is ours. We hold seventeen degrees of intinde on the westers coast of North American communities, where the idea was rithrouled when I first came to Congress. Pahlic opinion is now declared—has become universal—and is triumplant. Congress is beginning to move under its stimulus; politicains are putting their shoulders to the wheal.

But what is more than Congress and the politiciaes, is the FEDILE and the SUSINESS FOWER of the Union. Both these great springs of action are for the road, and not in the West alone, but out to the Atlantic shore; and thus a cents of interest combines with Rational considerations in efficiency.

West alone, but out to the Atlantic many with a distributions in etimulating its construction.

Behold the extended and ramified oreteen of milimage from the Minimage point to the Atlantic What is it but on extended fan! the top on the Atlantic cost, the spokes contended fan! the top on the Atlantic cost, the spokes contended fan! the top on the Atlantic cost, the spokes contended to the fan, in the extended of the overy weather handle to that fan, in the extended of the overy weather hand overy Atlantic road would find its own participation in and overy Atlantic road would find its own participation in the spicetdid commerce of Western America and Eastern the spicetdid commerce of Western America and Eastern Agia.

WARRINGTON, March 4, 1832.